

CLASSIFICATION
SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

25X1A

COUNTRY USSR (Uzbek SSR)

DATE DISTR. 15 Feb. 1952

SUBJECT Tashkent Airfield
25X1A

NO. OF PAGES 2

PLACE
ACQUIRED [REDACTED]NO. OF ENCLS.
(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

25X1X


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1. A civilian and military airfield was southeast of Tashkent (41°17'N/69°15'E), Uzbek S.S.R., about 2½ km from the railroad station. The civilian field was in the northern section and the military field in the southern section. There was a railroad connection.
2. Civilians were employed on construction and grading work at the civilian field during the spring of 1949. A cement taxiway and two large steel hangars with glass roofs were seen. The field was illuminated by searchlights at night. There was intensive flying with some Ju-52s and many twin-engine commercial planes with two in-line engines, single-rudder assembly, tail wheel, retractable landing gear, glassed-in cockpit, silver-color. [REDACTED] the planes stationed at the field flew the airline routes to Moscow, Alma-Ata (43°15'N/76°57'E), Ashkhabad (37°57'N/58°22'E) and Samarkand (39°39'N/66°57'E).
3. The military airfield which bordered the southern edge of the civilian field could not be entirely observed. There was much traffic by numerous air force personnel who wore light blue bordered epaulets, and light blue ribbons around service caps, between the field and the town. The officers wore insignia of a golden wreath open on the bottom at the front of their service caps. Some of the soldiers had silver piping on their epaulets. Another PW said that an air force officer candidate school was at the field.
4. The military airfield was occupied by: Two or three Bata fighters (low-wing monoplane, radial engine, clumsy fuselage, large rudder assembly, retractable landing gear, open pilot's seat; type known from the eastern front); 10 to 15 biplanes; single-engine fighters, presumably with in-line engines, which made only individual flights; single-engine low-wing monoplanes (in-line engine, rounded wing tips, slim fuselage, tail wheel,

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retractable landing gear, a "small bomb" under each wing tip) only individual flights; twin-engine bombers (double rudder assembly, glazed cockpit, retractable landing gear, type known from the war), individual flights and in formations of up to three planes; and twin-engine bombers (single-rudder assembly, wings slightly swept to the fore, wing tips "cut laterally to the rear", no dihedral, glazed cockpit).

5. All military planes were camouflaged with green paint. Parachute jumps were not seen.
6. The airfield southeast of the town could not be observed from the PW camp. There was intensive flying with single-engine fighters with in-line engine, similar to the Le-109, almost every day. Flying was usually done individually, seldom in formations. Twenty planes were often seen in the air at the same time.

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